



GRAND EXCURSION

OF—



Calvary Commandery, No. 13,

TO THE

TRIENNIAL CONCLAVE

—OF THE



Grand Encampment
of Knights Templar,

AT—

BOSTON, MASS.,

—August 27th-30th, 1895.

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As Special Escort to the Rt. Em. Grand Commander John A. Warner.

## Roster Calvary Commandery.

|                     |                    |
|---------------------|--------------------|
| ALBERT T. JOHNSON,  | Eminent Commander. |
| JOHN G. NEILL,      | Generalissimo.     |
| J. P. PURDUM,       | Captain General.   |
| EDGAR F. DRAPER,    | Prelate.           |
| GEORGE PADAN,       | Recorder.          |
| CICERO S. CADOT,    | Treasurer.         |
| ANDREW J. FULLER,   | Senior Warden.     |
| WILLIAM F. WHITNEY, | Junior Warden.     |
| JAMES C. ADAMS,     | Standard Bearer.   |
| THEO. DOTY,         | Sword Bearer.      |
| VOLNEY R. ROW,      | Warder.            |
| B. F. BLACK,        | Sentinel.          |
| TRACY B. JOHNSON,   | Guards.            |
| WILLIAM ALTSMAN,    |                    |
| GEORGE ROBERTS,     |                    |
| HUGH G. ELLIS,      | Stewards.          |
| ADAM SEEL,          |                    |

Portsmouth, O., June 25, 1895.

DEAR FRATERS:

The 26th Triennial Conclave of the Grand Encampment to be held in Boston, August 27th to 30th,



bids fair to be the largest assemblage of Knights Templar the world has ever witnessed. At a reasonable calculation there will probably be 25,000 visiting Knights accompanied by 10,000 ladies, which with the 10,000 Knights of Massachusetts, will make an assemblage to be seen but once in a lifetime. In every section of the country active preparations are being made for the event, and thousands are looking forward to this re-union with glad hearts, nor will they be disappointed.

The Grand Parade in Washington, in 1889, with 20,000 Knights in line, was pronounced by competent authority to be the finest and most attractive parade ever witnessed on this continent, those who witnessed it will never forget it, others can have no idea of it. It will probably never be surpassed, unless by the one at Boston this year.

There is no city in America like Boston, no section of the country that has so many historical attractions. Many of the events that mark the early history of the country are centered about Boston. There is the Old Plymouth Rock, upon which our forefathers landed from the Mayflower in 1620, that can be reached in two hours'

ride. The Bunker Hill Monument, situated on the hill upon which that memorable battle was fought,





June 17, 1775, which all will visit. It is built of granite, 220 feet high; its Corner Stone was laid June 17, 1825, on the 50th anniversary of the Battle, by the Grand Master of Free Masons, General La Fayette, and the President of the Monumental Association. From its summit is a most magnificent view of the surrounding country and harbor. Here, too, is "The Cradle of Liberty"—Faneuil Hall, erected in 1742, around which clings the memory of the most thrilling events and enactments of our country. It has always been in use for public meetings to the present day. Upon its walls are some very old and valuable paintings. There is also the Old South Church, and in close proximity to the Common are the old Granary burial grounds, where, after life's fitful struggle, there do rest from their labors, full of honors, the remains of those who were foremost in the cause of liberty. There is the old Boston Common, with its magnificent elms, its glorious history. The beautiful public gardens, its art museum, the finest in the United States; its broad beaches situated within a half hour's ride by steam and electric cars. Its magnificent suburbs all traversed by electric roads. On every hand enjoyment and pleasure awaits you; not only in the enjoyment of the beautiful, but in the kind

and knightly greetings and interchange of hospitality. Calvary Commandery has been specially favored with an invitation to accept the hospitality of Winslow Lewis Commandery No. 18, of Salem, in connection with Reed Commandery of Dayton on August 28. Salem is one of the old historic land marks of Massachusetts, situated on a peninsula about 15 miles from Boston; it was here that John Endicott with a hundred emigrants, landed in the year 1628, and established the colony of Massachusetts Bay.

Our day here will be a memorable and most enjoyable one, aside from the delightful acquaintance of our hosts, the social intercourse, there is much of interest, and one of the features of the occasion will be our round up at the "The Willows" where you will participate in what you have all heard of and few have enjoyed, a regular old-fashioned fish dinner and clam bake; the fun, the frolic, and the salt sea breeze have whetted your appetite for the enjoyment of a feast that old Neptune alone can furnish. When you behold what *Man has never seen before and shall see nevermore*,—learn in that moment "*what enticing pleasures doth surround thee.*"





# THE ITINERARY.

The Itinerary of the Commandery has been carefully planned to insure the greatest amount of pleasure and comfort, and to make it, indeed, THE TRIP OF A LIFETIME, to include in it, such a route as would present the greatest attractions, and at the same time come within the reach of all.

We have at our door the two greatest, best equipped and most attractive lines to the Seaboard, viz. the "Big Four" with its connections, and the Chesapeake & Ohio, running through entirely different sections of the country; in fact, as wide apart as it is practical to get them, both of the highest class and renowned for the excellence of their train service and prompt time. In our route we have the two picturesque routes of America, and we can assure all, of their comfort and convenience.

## Our Train.

We have made arrangements with the "Big Four Route" to furnish us a Special Train consisting of an elegant Day Coach, and three or more twelve section Wagner Palace Sleeping Cars of the latest design, vestibuled throughout for the exclusive use of Calvary Commandery and its friends. An invitation has been extended to all the Grand Officers to join this train, which will be known as the OFFICIAL



International Hotel, Niagara Falls.

trains are marvels of beauty, convenience, and luxury. We arrive at Buffalo at 6:30 next morning, and proceed at once to Niagara Falls. The Falls, while not new to many, will be enjoyed by all. Here is one of nature's most sublime creations, always interesting; inspiring us with admiration and awe.

Our Headquarters at the Falls will be the INTERNATIONAL HOTEL where rooms will be reserved for the use of ladies, and meals can be procured at \$1.00 each. The principal objects of interest at the Falls:

TRAIN. The Official Train will leave Portsmouth on Wednesday, August 21, at 6:00 p. m., via the Norfolk & Western Railway for Columbus, where direct connections will be made in Union Station with the "Big Four" for our flying trip over the great Vanderbilt System. Apropos of the route, it may be well to say, that this is the only through line to Boston, and its through



PINTSCH LIGHT





The great Whirlpool and Whirlpool Rapids, the finest view of which is to be had from the electric road along the cliff. Goat Island; The Cave of the Winds; Prospect Park; Suspension Bridge. A trip on the Steamer Maid of the Mist, etc. Leaving the Falls at 7:00 p. m., arriving at Clayton 5:00 a. m.,



Warner's Island.—Thousand Islands.

Friday, August 23, where we embark on the elegant new Steamer Empire State, that has been reserved for the exclusive use of Calvary, Reed and Cincinnati Commanderies, each of whom had kindly tendered their services as Escort to the Grand Commander. What a Royal Escort on this trip! Together we make the trip down the St. Lawrence, passing among the Thousand Islands, that is conceded to be the most BEAUTIFUL PICTURESQUE TRIP on this continent. The Islands ranging in size up to several acres; thickly wooded, and so close together that one is at a loss to know where the course is to be, at every turn new beauties are presented, another island seems to block our progress. Passing the Islands our course is down the river, passing Brockville, population 8,000; Prescott, 5,000; Ogdensburg, 3,000.

We now come to the Galop Rapids, while not so extensive as the others, prepare us for the next, which is the Long Sault, a continuous rapid of nine miles, divided in the center by an island. The Steamer rushes through here at a three minute speed with all steam off, carried by the force of the current alone; at the foot of this Rapid is Cornwall, population 8,000, near which is the boundary line of the United States. The St. Lawrence thereafter being entirely in her Majesty's Dominion. We now enter the lake St. Francis, which extends for 40 miles to Coteau de Lac, population, 3,000. Next come

Coteau Rapids, about two miles in length; seven miles further we come to Cedar Rapids, once the steamers enters here the turbulent waters and pitching of the boat renders the passage very exciting. A



Jersey Heights.—Thousand Islands.

short distance below, we enter Split Rock, so called from the enormous boulders at its entrance, here one will instinctively hold his breath until the ledge which is distinctly seen from the deck of the steamer is passed, at one moment the vessel seems to be running directly upon it, and you are certain she will strike, but the next minute passes it safely. Journeying on, we now come to the last of this series of Rapids, called the Cascade Rapids, very fine and remarkable for its numerous white crests foaming on the dark waters. This series of Rapids are eleven miles in extent and have a descent of eighty-two feet. Next comes Lachine, population 5,000, nine miles from Montreal. The steamer is now gliding down the rapid stream with increasing swiftness which soon carries her to the first pitch of the Lachine Rapids, the most formidable and most difficult of navigation of them all. The steamer emerging from the first pitch rises firmly on the surging waters flanked by rocks on each side. Conversation is impossible, the grandeur and magnitude of the scene on all sides inspires silence.





Safely through we now come in view of the great Victoria Bridge, spanning the St. Lawrence, two miles long, the longest, largest, and most costly bridge in the world.

Arriving at Montreal at 6:00 o'clock for supper. Arrangements have been made with the "Windsor Hotel" the finest in the realm for meals for all who desire. Here we find our train ready for occupancy. Saturday will be spent in doing the city. Montreal has a population of 250,000, and no where can finer public buildings or finer architecture be found. Its history dates back to 1535. It is the head of navigation for ocean vessels. The city has many objects of interest and a visit to Mount Royal Park is one of the fine attractions.

Saturday evening we take our train and make the run through the White Mountains direct to Boston, arriving there at 7:00 a. m. We had figured on spending Sunday at the White Mountains. To stop there without ascending Mt. Washington would be of no interest. The capacity of the Cog Wheel Road up the Mountain is but 350 in the whole day. Its entire capacity has been contracted to Cincinnati and Reed Commanderies and though Reed has kindly extended the privilege to Calvary, we have felt that the increased cost of \$4.00 to stop over, and \$3.00 more to go up in the Mountains, was not justified by the uncertainty.



George M. Pullman's Castle.—Thousand Islands.



Along the Greenbrier.—C. & O. Railway.

In Boston, our Headquarters will be at the United States Hotel, two squares from Boston Common, and four squares from Copley Square, where ample accommodations have been secured, and we can assure every attention will be paid to your comfort and convenience.

We shall be in Boston five days, leaving there on Friday evening via the Fall River Line, taking one of the Company's magnificent steamers, (the finest and most costly in the world), at Fall River, arriving at New York Saturday morning, where we can take the Chesapeake & Ohio direct for home, or, with the privilege of stopover at Washington, White Sulphur, or any other points on the road.

Arrangements can be made to charter Special Pullman Sleepers if sufficient number justify it for return trip.

The scenery in the Blue Ridge and Allegheny Mountains along the Chesapeake and Ohio Railway is beautiful beyond description. The charming valleys of the Shenandoah, the picturesque "Greenbrier" and "New" Rivers will refresh and delight the returning Knights, and be a fitting wind-up to a most enjoyable pilgrimage.



## Expenses.

|                                                                                     |         |
|-------------------------------------------------------------------------------------|---------|
| Railroad Fare, Round Trip including Boat on St. Lawrence and Return via the C. & O. | \$26 25 |
| Sleeping Car to Boston 3½ Days. Each Berth,                                         | 9 20    |
| Hotel in " 5 " - - - - -                                                            | 17 50   |
| Total, - - - - -                                                                    | \$52 95 |

The Committee did not deem it best to include meals en route, preferring to allow each to choose for himself. While arrangements are made for all who choose, they are not obligatory upon any.

Every Sir Knight is requested to notify the Secretary, Sir Edgar F. Draper, as soon as possible on the Enclosed Postal of his going and if lady will accompany him, and what space he will require in Sleeper. Where two occupy a section, the cost is \$9.20 each; if four to a section, two occupying a berth, the cost will be \$4.60 each.

All Sir Knights are requested to pay the \$52.95 to the Treasurer, Theo. Doty, by the 15th of August, so that he can arrange for the Tickets.

## Caution

All Tickets have to be ordered specially, and any Knight desiring to have return Tickets by any other than the Chesapeake & Ohio Route must state exactly by what Routes he wants them.

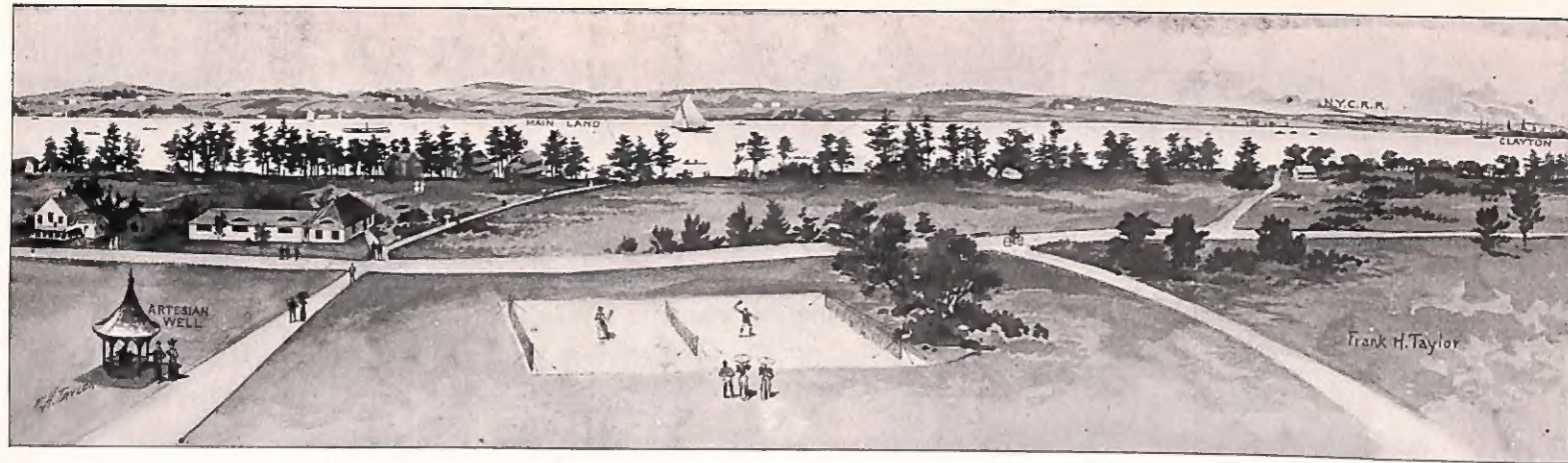
Tickets will be good for return passage from Boston on any date from August 30 to September 10, inclusive, when stamped by joint agent, and must be used through to starting point on or before September 12, 1895, provided on application to joint agent after September 10, tickets, on identification, may be extended for continuous passage to be begun on date of extension, but such extension will not be granted after Sept. 30.

## Tickets going by routes indicated

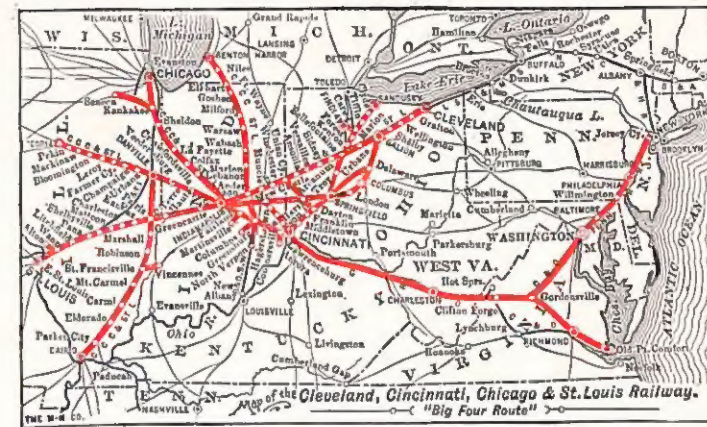
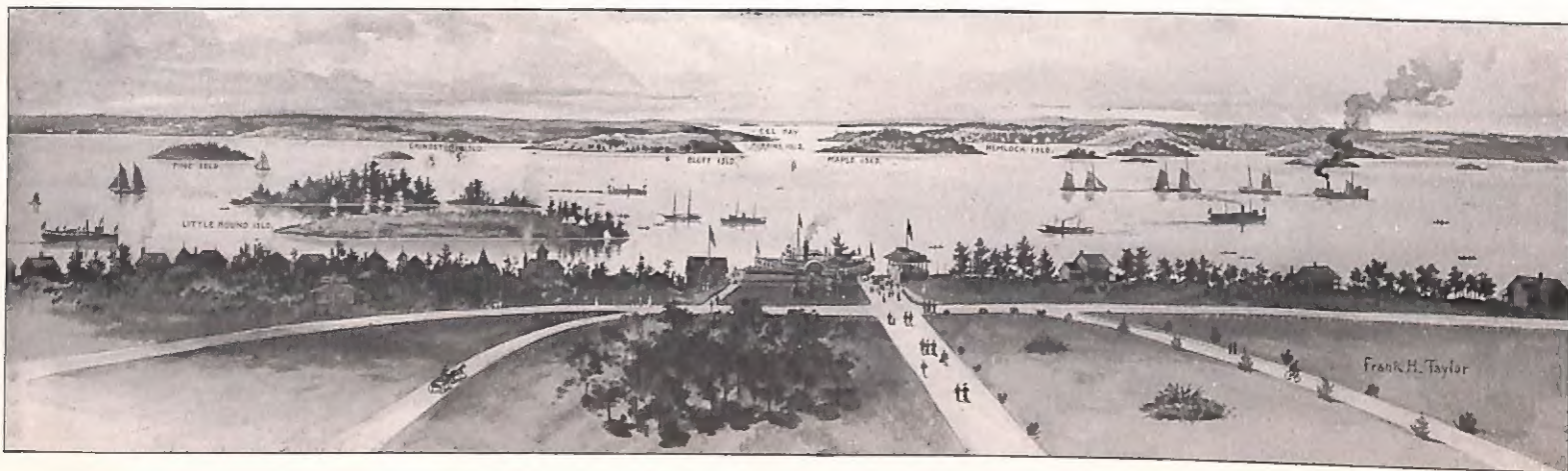
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|-------------------------------------------------------------------------------|-----------|---------|
| Returning via Sound to N. Y. and C. & O.                                      | - - - - - | \$26 25 |
| " " " " " and N. Y. Central via Buffalo and Big Four,                         | - - - - - | \$27 30 |
| " " " " " West Shore via Buffalo and Big Four,                                | - - - - - | \$27 30 |
| " " " " " Str. on Hudson River to Albany and Big Four,                        | - - - - - | \$27 30 |
| " " " " " and Old Dominion steamer to Norfolk and C. & O.                     | - - - - - |         |
| or N. & W., including meals and state-room on steamer,                        | - - - - - | \$28 65 |
| Returning via Sound to N. Y. and Pennsylvania R. R. to Washington, steamer to |           |         |
| Old Point Comfort and C. & O.,                                                | - - - - - | \$29 25 |
| Returning all Rail via Albany or Troy, N. Y. Central and Big Four,            | - - - - - | \$26 10 |
| " " " Rotterdam Jc., Albany or Troy, West Shore and Buffalo,                  | - - - - - | \$26 10 |
| " " " New York Central and Big Four,                                          | - - - - - | \$27 90 |
| " " " " " West Shore, Buffalo and Big Four,                                   | - - - - - | \$27 90 |
| " " " " " and C. & O.                                                         | - - - - - | \$26 85 |

Committee, { JNO. A. WARNER,  
EDGAR F. DRAPER, Sec'y,  
THEODORE DOTY, Treas.,  
SAM M. JOHNSON.  
GEORGE PADAN.





THOUSAND ISLAND SCENERY.



The Cleveland, Cincinnati, Chicago & St. Louis Railway Co.,

"BIG FOUR ROUTE."

Chesapeake & Ohio Railway.



